

NOTICES OF FIRMS.

NOTICE.
THE Interest and Responsibility of Mr. CALEB T. SMITH in our Firm, ceased, by his retirement, on 31st December, 1867.
SMITH, ARCHER & Co. full
Hongkong, July 1, 1868.

NOTICE.
MR. GEORGE CHURCH is authorized to sign for us by procuration.
THE BORNCO CO. LIMITED.
Hongkong, July 14, 1868.

NOTICE.
THE Interest and Responsibility of Mr. FRANCIS PARKY and Mr. THOMAS SMITH in our Firm, ceased on 31st December, 1867, from which date the Partners are Mr. CHARLES WILSON MURRAY, Mr. ARTHUR SMITH and Mr. THOMAS PARKY.
BIRLEY & Co.
Hongkong, June 16, 1868.

NOTICE.
WE have authorized Mr. CLAUDE BUNDE to sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.
THE Interest and Responsibility of Mr. FRANKLIN NISSEN in our Firm, ceased on the 30th April last.
The business will in future be conducted under the style and firm of ROBERTSON & Co. in which Mr. PETER GABAIN has been admitted a Partner.
NISSEN & ROBERTSON.
Ningpo, May 9, 1868.

NOTICE.
MR. J. MURRAY FORBES is authorized to sign our name at Canton from this date.
RUSSELL & Co.
China, February 15, 1868.

NOTICE.
MR. BENJAMIN ROBERT STANFORD was admitted a Partner in our Firm on 1st January, 1868.
J. McDONALD & Co.,
Shanghai.
Hongkong, May 1, 1868.

NOTICE.
MR. HENRY LESTON DALRYMPLE is authorized to sign our Firm for procuration, at Foochow from this date.
BIRLEY & Co.
Hongkong, June 3, 1868.

NOTICE.
MY Business, as Ship and Insurance Broker, Commission Agent, etc., hitherto carried on by myself, will hereafter be conducted under the style or firm of J. S. HOOK, Box & Co.
J. S. HOOK.
Hongkong, September 29, 1867.

NOTICE.
I HAVE established myself at this port as General Commission Merchant, under the style and firm of GIFFORD PARKER & Co.
GIFFORD PARKER & CO.
Saigon, December 20, 1867.

NOTICE.
MR. FERDINAND NISSEN and Mr. HENRI HOPF have been authorized to sign our Firm here and in China from this date.
NISSEN & CO.
Hongkong, May 12, 1868.

NOTICE.
FROM and after this date, Captain J. C. STANLEY will undertake the business of my Marine Surveying at this port.
H. J. DRING,
Marine Surveyor.
Foochow, August 1, 1867.

NOTICE.
WITH reference to the above, the business hitherto carried on by H. J. DRING, Esq., at Foochow will be conducted by the undersigned.
J. C. STANLEY,
Chartered Marine Surveyor.
Foochow, August 1, 1867.

NOTICE.
I HAVE established myself from this date as Shipbroker and General Storekeeper under the firm and style of L. FRIKEL & Co.
at the premises, lately occupied by Messrs. DE SILVER & Co., Queen's Road Central.
LEO FRIKEL.
Hongkong, July 1, 1868.

NOTICE.
I HAVE this day established myself as a PUBLIC ACCOUNTANT, AVERAGE ADJUSTER and GENERAL COMMISSION AGENT.
C. LANGDON DAVIES.
2 Club Chambers.
Hongkong, July 1, 1868.

NOTICE.
THE connection of the undersigned with the firm of Messrs. FROST, HUNT & Co. ceases from this date.
J. M. ARMSTRONG,
Hongkong, May 1, 1868.

NOTICE.
MR. RYLE HOLME has been admitted a partner in our firm.
GLOVER & Co.
Nagasaki, January 1, 1867.

NOTICE.
FROM and after this date Mr. GEORGE F. BOWMAN will act as AGENT of the Pacific Mail Steamship Company at this Port.
S. L. PHELPS,
Agent.
Hongkong, August 15, 1867.

NOTICE.
MR. R. A. E. TOLLETT GREENHAM, being from this date interested in our firm, will sign the same for procuration.
REYNOLDS BROTHERS & Co.
Hongkong, June 1, 1868.

TO LET.
A HOUSE in Spring Gardens, containing four Rooms and Out Houses; Rent, \$28 per month.
Apply at the Victoria Foundry.
Hongkong, March 12, 1868.

NOTICE.
THE OFFICE of the undersigned has been removed to the late premises of the Agri Bank, Queen's Road.
LANDSTEIN & Co.
Hongkong, June 30, 1868.

New Advertisements.

FOR SWATOW, AMOY & FOOCOW.
The Steamship "YESHO,"
Captain ASHROX, will leave for the above ports, on Thursday, the 30th instant, at Noon.
For Freight or Passage, apply to DOUGLAS LAPEL & Co.,
Hongkong, July 27, 1868.

FOR SALE.
HE Undersigned offer for Sale at very moderate prices a choice assortment of fine French and English Wines, as:—
J. HANSENBERGER CABINET.
STEINBERGER CABINET.
MARCOBRUNNER CABINET.
SCHARLAUBERGER.
LIEBFRUEN MILCH.
NIESENSTEINER, in quarts and pints.
JOSEPHSENER.
RUDESTER WATERS, in quarts and pints.
Also,
Rauhart Perb & Fils CHAMPAGNE, in quarts and pints.
Gaspard Joutet's CHAMPAGNE, in quarts and pints.
Perrin Joutet's CHAMPAGNE.
Jules Mumm.
Adolph Gollins Douz MOUSSEUX.
Eugene CLUQUOT.
Due de Montebello CORDON, in quarts and pints.
Sparkling RHOE.
After Dinner CLARET, in pints.
LAMBERT ATKINSON & Co.
Hongkong, July 26, 1868.

NOTICE.
Selling off at great reduction of Prices.
THE Undersigned, being desirous of closing consignments, offer to the Public—
5000 cases of CLARETS and French Wines, comprising:—ordinary, good, fine and finest flavored Clarets, White Wines, Chablis, &c., which they will sell at extremely low prices.
Breakfast Claret, \$2.75 per doz.
St. JULIEN, \$4.00 "
St. EMILION, \$4.50 "
Chateau MARGAUX, \$5.00 "
Haute St. EMILION, \$7.00 per doz.
POMMET CANET, \$7.50 "
VRAI CANON, \$8.00 "
CHATEAU LAROU, \$10.00 "
CRUSILLES, \$10.00 "
CHATEAU LAFITTE, \$12.00 "
BRANNE MONTAN, \$12.00 "
White Wine.
Haute SAUTERNE, \$5.50 "
Taste BASAC, \$5.50 "
CHATEAU DYQUEM, \$5.00 "
CHATEAU DYQUEM, \$5.00 "
De MARQUIS, \$5.00 "
SURLAUBIE, \$5.00 "
Dry CHABIS, \$5.50 "
Champagne bottles, \$5.50 "
Burgundy Wine.
CHAMBERTIN, \$13.00 per doz.
CLOS DE VONGEOT, \$13.00 "
VOLNAY, \$12.50 "
POMMARD, \$10.00 "
Nuits, \$9.00 "
BAUNE, \$8.50 "
HERMITAGE ROUGE, \$8.50 "
All these Wines are guaranteed of sound quality.
Purchases of 20 cases and upwards will receive extra discount.
LAMBERT ATKINSON & Co.
Hongkong, July 26, 1868.

HONGKONG, CANTON & MACAO STEAM-BOAT COMPANY, LIMITED.
NOTICE.
THE Dividend at the rate of \$4.50 per Share, declared at the Ordinary Half-yearly MEETING of the Shareholders on the 11th instant, will be paid at the office of the General Agents on and after Thursday, the 16th instant.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.
General Agents.
Hongkong, July 14, 1868.

SAYLE & Co.
VICTORIA EXCHANGE.
INVITE inspection of their New and well assorted summer Stock of
Black and Blue Broad CLOTHS.
Naval and Military CLOTHS.
Light Mixt and Fancy TWEEDS.
Self and Fancy Colored FLANNELS.
Plain and Fancy DRILLS, DUCKS, &c.
Quilting and Marseilles VESTINGS.
The Tailoring Department under the management of first class English Cutters.
THE new fashions in great variety.
Long Cloth, Silk and Wool SHIRTS.
PAJAMAS.
Gentlemen's Straw and Felt HATS in various Shapes.
Household LINENS of every description.
A large Stock of French Printed MUSLINS.
French Printed CAMBRIOS.
Black GLACES, Plain and Fancy Silk GAUZES.
Grenadines and other New Fabrics.
Embroidered, Printed and Made-up CLOTHS.
ORINOLINES, Mouslin EMBROIDERIES and LACES of all descriptions.
Ladies' Trimmed HATS and BONNETS.
FLOWERS, FEATHERS, &c.
Ladies' and Children's UNDER CLOTHING.
Ladies' Cotton and Lisle HOSIERY.
Lisle and Silk GLOVES, &c.
Lace and Muslin CURTAINS.
Hongkong, April 27, 1868.

New Advertisements.

HONGKONG, CANTON & MACAO STEAM-BOAT COMPANY, LIMITED.
NOTICE.
(N) and after Wednesday the 15th inst., the Company's steamers will leave Canton for Hongkong at 10 o'clock A.M.
AUGUSTINE HEARD & Co.,
General Agents.
Hongkong, July 14, 1868.

LATEST SHIPPING.

ARRIVALS.
July 27, Blue Jacket, Brit. barque, 267, Lushy, Cardiff, March 25, 390 tons Coal.
Order.
July 27, Eugenie, Australian barque, 516, Lenox, Newcastle, March 17, Coals.
Order.
July 27, Sals, Spanish brig, 138, Santa Caloma, Manila, July 19, General.
DEPARTURES.
July 27, Nils, for Shanghai.
27, China, for Shanghai.
Cleared.
Choo Sze, for Saigon.
Resolution, for Saigon.
Alert, for Tientsin.
Robert Dickmers, for Saigon.
Per Sals, Messrs G. Izquierdo, A. O. Crispo, Roman, G. Valle, C. Marañon, V. Vargas, M. Ganado, E. Rico, J. G. Vellus, L. Fernandez and L. Maglantiang.
SHIPPING REPORT.
The British barque Blue Jacket, from Cardiff, reports fine weather on leaving port; crossed the Equator on 19th April in long. 24° 37' N., passed the meridian of the Cape of Good Hope on 23rd May in lat. 39° 14' S. On 6th June in lat. 40° 38' N. long. 62° 50' W., had strong gale from N.E. to S.W. which caused some damage to the ship; lost one man overboard. The gale lasted for 48 hours. Made Amsterdam Island on 14th June; on 2nd July made Christmas Island; on 6th arrived at Anjer. Up the China Sea had light winds and squalls till arrival in Hongkong on 27th July. 124 days out. Spoke the following vessels:—On the 30th of March in lat. 40° 35' N. long. 16° 14' W. spoke of the Swedish steamer Alexandria, 68 days out, short of provisions, supplied her with what she required; on April 6, lat. 30° 15' N. long. 21° 58' W. spoke the brig Matilda from London bound to Barbados, 20 days out; on April 14, lat. 11° 38' N. long. 38° 36' W. spoke the Tycho Brahe steamer bound to Cape Verde, said she would report me at London on April 23, lat. 13° 02' N. long. 40° 40' W. spoke the White Jacket, from Newcastle to Bombay, 34 days out; On the 30th April, lat. 17° 23' N. long. 28° 20' W. spoke the Kensington from Glasgow bound to Bombay, 54 days out; May 3, spoke the Oriana of Greenock, from London to Calcutta, 36 days out; also Russian barque Sophie Carlotia from Seaborough to Bombay, 45 days out; on the 8th May, lat. 28° 34' N. long. 20° 21' W. spoke the Mary Russell of Liverpool to Calcutta, 45 days out; on May 30, lat. 39° 6' S. long. 35° 52' E. spoke the French barque Constante of Marseilles bound to Aden from Marseilles, 80 days out; her longitude was 35° 57' E. July 3, off Java head near the Brooklinebank, spoke ship Jaupore from London bound to Shanghai, 104 days out.

The Australian barque Eugenie, from Newcastle, reports fine weather, crossed the Equator on 20th April in long. 24° 48' N., passed the meridian of the Cape of Good Hope on 14th May in lat. 31° 31' S.; made Amsterdam Island June 16th; made Java head on 4th July; passed Anjer on 6th July; up China Sea had fine weather and squalls and light winds from S. to S.W. until arrival in Hongkong on 27th day of July. 129 days out. Spoke the following ships:—April 26, lat. 10° 07' S. long. 39° 22' W., Belgium barque Mercator, from Antwerp to Valparaiso, 38 days out. May 31, lat. 30° 35' S. long. 114° 02' E., British barque Pride of Thames, from Liverpool to Bombay, 60 days out. July 11, lat. 42° 20' N., long. 104° 47' E., British ship Janapa, from London to Shanghai, 104 days out. July 26, lat. 21° 16' N. long. 114° E., British ship West Australia, from Hongkong to Bangkok, 2 days out.

POST-OFFICE NOTIFICATIONS.
MAILS WILL CLOSE—
FOR SWATOW, AMOY & FOOCOW, —
Per "YESHO," on Thursday, the 30th instant, at 11 A.M.

UNDER DESPATCH.
For Swatow, Amoy and Foochow, —
Yeso, on Thursday, the 30th instant, at Noon.

QUOTATIONS.

HONGKONG, 27th July, 1868.
OPIUM.—Tanna, 300, ... 630
... Old, ... 620
Benares, New, ... 622
Malwa, ... 661
COTTON.—BOMBAY, ... 4/6
CALCUTTA, ... 4/6
Exchange.
Bank, 6 months' sight, ... 4/6
On Calcutta, 3 days' sight, Rs. 220, nom. 4/6
On Bombay, 3 days' sight, Rs. 220, nom. 4/6
Shanghai, 3 days' sight, 1/4, 75 1/2
Bar Silver, 17 dwts. 10, nom. 100
Sycee, ... 100
Mexicans, ... 100
Gold Leaf, ... 23.20
Gold Bar, 98 touch, ... 22.80
English Sovereigns, ... 4.57
Australian Sovereigns, ... 4.56
Discount, ... 0 1/2
H. & W. per doz, 0/4, 15 per cent pm.
Do, Navy, 7 per cent pm.
H. & S. Bank Shares, Old, 3 per cent pm.
Do, New, 4 1/2 per cent pm.
Union Bank Shares, 18 p. c. divt.
Temperature.
HONGKONG, 27th July, 1868.
Barometer, ... 29.882 29.834
Attached Thermometer, 83 85
Dry Bulb, ... 84.0 82.0
Wet Bulb, ... 79 81
Maximum S. Reg., ... 94.0
Minimum S. Reg., ... 75.6
Max. Sun's Rays, ... 140
Minimum on Grass, ... 72.0
Previous Rain on Grass, 0.00
24 hours, ... 0.00
Wind, ... W. N.E.
Force, ... 1
Cloud, ... 1
Moon, ... 3
Weather, ... Fine. Fine.

MASONIC.
THE BRETHREN of the Zeland Lodge, No. 625, being of the Third Degree, and all other Master Masons, are hereby notified that there will be held at the Masonic Hall, on Monday Evening, the 27th inst., at 8 P.M. precisely, a Lodge of Sonority, as a tribute to the memory of the deceased brother, W.F.M., F.M., P.M., D.G.T. for China. The R.W., D.G. Master, and W.D.G. Officers in the East, West, and South. This position and tassets of aprons worn on the occasion to be covered with Black, and Brethren are requested to wear white gloves. Officers for examination of strange Brethren will be present at 7 P.M.
By command of the W.M.,
O. F. A. SARGSTER,
Secretary.
Hongkong, July 24, 1868.

MASONIC.
PERSEVERANCE LODGE, No. 1165. BRETHREN of the "Perseverance Lodge," No. 1165, are requested to attend a "Lodge of Sonority" to be held at the Masonic Hall on Monday evening, the 27th inst., at 8 o'clock P.M. (punctually) as a tribute of respect to deceased Brother, W.P.M. FREDERICK PRINCE, P.D.G.T. for China. The R.W., D.G. Master, and W.D.G. Officers in the East, West, and South. Brethren are requested to wear white gloves. Officers for examination of strange Brethren will be present at 7 o'clock P.M.
By Command of the W.M.,
MICHAEL MOSS,
Secretary.
Hongkong, July 24, 1868.

THE CHINA MAIL.

HONGKONG, MONDAY, JULY 27, 1868.

THE FOOCOW "ARSENAL."
HOW true it is that distance lends enchantment to the view. The romance and the poetry, the "balin, the blis, the beauty and the bloom," with which the imagination invests the far off field of vision, become fervid in proportion to our ignorance of its real character. The enterprise known as the Foochow "Arsenal" is one of these pleasant myths. We have heard much of it, but known little. Rumour, with its hundred tongues, has dealt with it not unfavourably. Under the guidance of M.M. Giquel and d'Aiguelles, a strong nucleus of Imperial power was being consolidated upon the Min. Dockyards, in which Chinese workmen were learning to rival the British in the manufacture of gun-boats, were growing up on the banks of that pleasant river. Indeed, it was at one time said that seven "boats" were really ready to be launched, and great has been the consequent tropicard among those who fancy that Frenchmen are winning more than their due share of influence in the Imperial councils. Let their minds be at peace. The "arsenal" is a sham—as such. An "arsenal," to use the definition of Johnson, is "a repository of things requisite to war; a magazine of military stores." There is nothing in the establishment at Pagoda anchorage that could offend the most peace-loving man—John Bright not excepted. But it is time that we should give a slight sketch of the place—the "arsenal"—which owes its origin to the united efforts of M.M. Giquel and d'Aiguelles.
About a mile above the Pagoda, at the anchorage in the Min, on the left bank of the river, was once a rice swamp, comprising (as nearly as we could guess) 50 acres, or thereabouts. It is an amphibious theatrical in shape—being enclosed by hills from end to end of the semi-circle. This land has been "reclaimed" from the incursions of the river by the gentlemen above-mentioned, and devoted to the purposes of the "arsenal." It is "protected" along the river face by a few bamboo, which may in time prove a sufficiently strong fence; but at present, in its infancy, it is decidedly weak. When it arrives at maturity, we venture to predict, that it will be unnecessary. But we will enter the "arsenal."
We do so at the uppermost end, by a flight of loosely-laid granite steps, about 8 or 10 feet wide. On reaching the summit of the slight ascent, it is seen that nearly the whole of the "reclaimed" ground has been devoted to buildings, in various styles of architecture, and so far removed from anything of a warlike character as can well be conceived. Immediately on our left hand is a range of well-built Chinese shops, supplied with edibles of all descriptions. Beyond these is a range of one-storied erections, apparently intended as residences, with what is evidently purposed to be nice little grass plots, or minute flower gardens, in front. They have an exceedingly comfortable-looking aspect. Succeeding these, following our walk round the semi-circle, comes a much more pretentious edifice, tall and commanding, and with a corresponding amount of garden ground—say a couple of acres, reserved in front, continuing laterally to the Yauon of the Mandarin in charge. That gentleman's residence occupies the centre of the semi-circle, from which point round to its lower end, the curve is occupied with buildings which seem to be intended for stores, neither military nor naval.
The centre of the curve between the frontage of the river and the Mandarin's Yauon, seems to be devoted to the more practical purposes of the "arsenal." In it there are two schools, one forge shed, one lath shed, another shed whose use is apparently yet to be ascertained, and one so-called dock yard. We did not

visit the interior of the schools, but judging from the number of Chinamen whom we saw wearing white robes, and who were said to be teachers or scholars, there should be no inconsiderable amount of instruction given and received every day. What in, we are not prepared to say.

The most amusing parts of the establishment, to a foreigner's eye, are the foundry, and the dock and ship building yard. In respect of utility they are simply burlesques. There are seven forges in the forge shed, five of which were in full blast (bellows, Chinese blown) at the time of our visit.

It is impossible to conceive a more ludicrous caricature of labour in a forge shed than that which was witnessed here. The woodpecker tapping is a miracle of muscular energy in comparison with the avul work to be seen here. The most work is done, and the most noise is made, by an 18-inch circular saw, which seems to be always at work cutting up wood into such shapes and sizes as may suit the inventive faculty of the gentleman whose duty it is to feed it. That the little implement has done some useful work in its day, the timbers of the dock yard shed, and of the section of a gunboat (to be hereafter launched) probably testify. But it is the dockyard that is the greatest of all the myths in this very deceptive "Arsenal." It is represented by a high open shed, 100 feet long, under which lies precisely the same length of the ribs of the intended gunboat before mentioned. Beyond this, there is literally nothing to warrant the idea that ship building is to be carried on at the "Arsenal," beyond the merely experimental stage at which the school on the ground may learn to apply the theoretical knowledge they have gained in their schools. It is said that heavier machinery is coming out from France; and while we were there, the *Fabius* was unloading some from Bordeaux. But no heavy machinery can ever be erected on the unsolid and swampy ground which Mons. Giquel and d'Aiguelles have reclaimed. The fact is, that the whole thing, as an "Arsenal," is simply a humbug, expensive and useless to the Imperial Government, and by no means predicable to the acumen of the two Imperial Governors who are understood to have it most immediately under their patronage. As a School of Instruction and House of Refuge, the "Arsenal" may have a claim upon our admiration. There are sixty Frenchmen in the place, and several hundreds of Chinamen—it is said nearly 2,000 altogether—take their chow-chow there; all at the Imperial expense. This is all very pleasant, but we doubt if it will last. The returns are not sufficient, and it is no wonder that the purse holders are getting impatient. There should have been some returns at this. At present the most prominent are—one-half the ribs of a 200-foot gun-boat, with iron roofed shed to correspond; one circular saw 18 inches in diameter; and a number of comfortable residences for well paid foreign officials, together with a continuance of salary to some, two of whom receive at the rate of one thousand taels per month each, and the other foreign employees in proportion. And of these there are, as we have said, sixty, not reckoning the wives of those who are happy enough to have contracted matrimonial obligations. The impression of a visitor on dropping in on this concern is, that he has come upon a Castle of Indolence. The impression may be a wrong one. There may not yet have been time to produce the results promised by M.M. Giquel and d'Aiguelles. It is understood they require eight months more to perfect their machinery, and that then, we shall see what we shall see. Very well. If the Chinese launch out to the sea, the launch of the boat may be postponed; but in the mean time let us not be any longer frightened with high sounding titles. The Foochow "Arsenal" is not an arsenal. It is simply a Refuge of Instruction, and a Place of School, maintained at the Imperial cost. It is perfectly harmless. We should be glad if we could speak so positively as to its present or prospective utility.

LOCAL.

ERRATUM.—For *Gaites* (in Shipping List, page 6) reads *Contest*.

The Band of the 73rd Regt. will perform on Tuesday, the 28th instant, on the Parade Ground instead of the Public Garden, commencing at 5.30 P.M. The following is the programme:
OVERTURE, "Merry Wives" ... Nicolai.
QUADRILLE, "Macbeth" ... Herzog.
SELECTION, "Lucrezia Borgia" ... Donizetti.
VALSE, "The Rose Room" ... Strauss.
GALOP, "Tritsch Tritsch" ... Kuhnner.
M. D'Ar, Band Sergeant, Conductor.

A notification appears in Saturday's *Gazette* to the effect that John Fraser, Esquire, Provisional Consul for Siam, having appointed Mr. George Orlinton to act as Vice Consul, during his temporary absence from the Colony, His Excellency the Governor has been pleased to recognize such appointment provisionally, and until further notice.

THE performance of the Circus on Saturday night having been for the benefit of Miss Zoyars, the favorite equestrienne, (7) the house was tolerably well filled, and the entertainment well sustained. Zoyars acquitted her (or his) part well, and was applauded throughout. Turpin's ride was not quite so artistically managed as on the previous night, but was nevertheless warmly received and heartily enjoyed by the audience. We observe there will be no performance for a day or two.

TO-DAY'S POLICE.
Messrs May and Goodlake both sat today, when a considerable number of cases were disposed of.

A miserable-looking coolie, in tattered clothes, and black with coal-dust, was charged with having been in unlawful possession of a belying pin, belonging to the steamer *Ellora*. One of the engineers deposed to having found the property in a coal-basket in a coal lighter alongside the steamer. Prisoner, after having been informed by Mr. May that thieves were certain to be eventually found out, proved to the prisoner the effect of such discovery by giving him two months' hard labor.

A respectable-looking Chinaman was charged with having committed a nuisance near the Circus on Saturday night. P. O. (Indian) 119 stated that he took the prisoner into custody at the instance of a captain of the Circus, stated that the constable laid hold of the prisoner and dragged him along the street in a most unbecoming way, adding that the naval officer and others were as culpable as the Chinaman. Prisoner's character having been well spoken of, his Worship (Mr. Goodlake) discharged him.

Atal, the acting comptroller on board the steamer *Yeso* at the beginning of the present month (who has been under remand for a fortnight on a charge of suspicion of larceny) was brought up this morning before Mr. Goodlake, and defended by Mr. Francis (for Mr. Gaskell). The Chinese steward proved certain Chinese marks on \$10, and certain other marks on \$90 more, which had been placed upon them at Foochow. These \$100 were part of the sum of \$208 said to be stolen, which circumstance, as his Worship remarked, was very suspicious, as much so, that were the marks verified by the Court sheriff, he would commit the prisoner to the Supreme Court. Mr. Francis, however, said that he believed he had evidence to show conclusively that the prisoner received the dollars supposed to be stolen in the regular course of business carried on by the comptroller between teachers at Foochow and traders in Hongkong. Prisoner, having been temporarily acting in place of the real comptroller, carried on the business, got the remittances, and in all things acted for the said comptroller. The latter produced his books, which contained entries amounting to the sum in question (\$276), opposite dates corresponding with the departure of the *Yeso* from Foochow, and traders in Hongkong. Prisoner, after having been examined by the judge, was committed to the custody of the police.

William Williamson and Peter Brien, two unemployed seamen, were charged by another seaman, named Brown, with the larceny of a box of tools valued at \$7, from the Hotel des Colonies. It appeared from the evidence that the complainant was "treating the two defendants at the above-named house of resort, and that the second defendant took away complainant's clothes while the other two were carrying over their wine or 'something else.' Second prisoner admitted having taken and sold the box of clothes, adding that the first prisoner had nothing to do with it. Brien was therefore sent to hard labor for 3 months.

The Stanley burglar, charged the other day by Inspector Ambrose, was again brought up this morning before Mr. May, when the evidence of the Stanley Station interpreter was taken. Prisoner was committed for trial at the Criminal Courts of the Supreme Court.

THE JUNK ORDINANCE.—The good effects of the new junk ordinance are sure to be felt in time. By the application of the irresistible truth so tersely put by the native coolie "S'pose no got, how can I the number of junks in a position to attack their neighbour's craft is fast dwindling down to nothing. By the working of the ordinance and the co-operation of the gun-boats outside, it is reasonable to anticipate the decline and extinction of the bad reputation formerly entertained of the Canton Waters in regard to safety. Two junk masters and two crews were brought up by Mr. Daly before Mr. May this morning, on the charge of illegal possession of stink-pots. One junk was of four thousand piks capacity, and the other was a two thousand-piks craft. The clearance of one bare fifty stink-pots at the number allowed her under the old regime, and as a number of these had disappeared, the natural inference of their use in some way or other was drawn. The other junk had the exact number stated in her clearance, which number (26) was of course considerably in excess of the legal requirements—a total disarmament being stringently enforced. The masters of both junks were fined \$5 each, and the crew were each mulcted in \$1. His Worship, who evincently spoke with authority, stated that the junks would most probably not be confiscated by H.E. the Governor in the few first cases of the Ordinance's enforcement. This is a commendable consideration on the part of the authorities, especially when applied to the case of incoming junks; and it is to be hoped that the comparative smallness of the fines will prove to the owners' mind that the purpose of the Ordinance framed under the Ordinance are the protection of legitimate trade and not its oppression.

A CURS FOR LEPROSY.—We learn from India that the *Rat Ghyr* announced that a Dr. Bhau Dajee has discovered an effectual remedy for leprosy. He is said to have applied the remedy in ten different cases of leprosy, and the cure is described as completely successful in them all. It is added that seven or eight other patients are now under his treatment, and the curative efficacy of the remedy is in all making themselves apparent.

A YAKEN paper tells of a story of a discolorate widow, who, on seeing the remains of his late wife lowered into the grave, exclaimed with tears in his eyes—"Well, I've lost gloves, I've lost umbrellas; I've lost cows and horses; but I never—no, never—had anything to put me live this."

HYDROGRAPHIC NOTICE.

RODNEY AT YOKOHAMA.

April 9th, 1868.
HYDROGRAPHIC ORDER, No. 10.
ADMIRALTY CHART, No. 2347.
All bearings are magnetic. Variation 4 deg. West in 1868.
The following is a revised edition of the published by the senior officer in the *Japan Herald* October 1867, from information obtained by Com. Chas. Bullock during the cruise of H. M. S. *Serpent* round Japan, June-Sept. 1867.

The *Pages noted in square brackets* have reference to the CHINA PILOT, 4th Edition.
Weather, &c.—In the early part of July fog enveloped the whole coast, accompanied by gales and light east winds (chiefly from the southward of East) but they were not generally found so thick in shore as in the Japanese chart. Near the shore the fog frequently lifted and the land was visible at a mile or two. The lead also gave sufficient warning if a vessel tended especially south of Soudai Bay.

In the latter part of July, fogs were only met between lat. 36° and lat. 37° 28' N. The weather with land and sea breezes prevailing. North of 38° N. stiff breezes from west lasted a few hours.

On the south-east coast the weather appeared to be quite different. The fog came modified in continuity with the water of the Japan current and formed in detached banks or clouds which hung over the land, obscuring the hills almost to their bases. Coasting is thus rendered somewhat hazardous at night, though not dangerous in daylight. A strong S.W. wind here also has been met when a light east wind or calm is prevailing on the coast.

Mr. Aston obtained the following account of the weather from an experienced Japanese Captain at Miyako (lat. 33° 40' N.). "Fogs set in about the end of June and continue until the end of August or wind the snows begin to fall in Yezo."

"In February, March and April, N.W. winds render the voyage favourable to Yezo."

"In May, June and July south-easterly winds prevailing render it favourable to Hakodate."

In August, September and October, N.W. winds again prevail, and the weather much the same as in February, March and April.

"From October to April, there are storms from N. and N.E. the latter render the harbour of Miyako dangerous."

"November, December and January same as February, March and April."

All the year easterly winds are accompanied by bad (unpleasant) weather."

In autumn, when the weather is not too hard from the westward, there are few shipwrecks, but junks are not infrequently driven out to sea by these gales and t-under."

Capt. Scott of the barque *Alinda* from Yokohama to Hakodate in May 1864 had the wind S.E. off the east coast and N.W. off about Tsuruga Strait; the wind varied from very light to very strong breezes passing 8 days.

Second voyage made in February, 1865. A strong N.E. wind with much rain continued seven days afterwards veering in heavy gales by South and S.W. to N.W. in which latter quarter it settled as Hakodate was approached, frequently blowing very hard with rain near the strait of Tsugaru, causing a tedious passage of 5 days.

Third voyage, Yokohama to Hakodate August 13th to 20th, 1865. Easterly breeze light and

HYDROGRAPHIC NOTICE.

RODNEY AT YOKOHAMA.

April 9th, 1868.

HYDROGRAPHICAL ORDER, No. 10.

ADMIRALTY CHART, No. 2347.

All bearings are magnetic.

A day's work in 1868.

The following is a revised notice of that

published by the senior officer in the Japan

Her Majesty's Ship, from information ob-

tained by Com. Chas. Bullock during the

cruise of H. M. S. *Serpent* round Japan in

June-Sept. 1867.

The papers noted in square brackets have

reference to the CHINA PILOT, 4th Edition.

Weather, &c.—In the early part of July,

fog enveloped the whole coast accompany-

ing easterly and light east winds (chiefly from

the southwest of East), but they were not

generally found so thick in shore as in

the navigation dangerous, nor to

prevent the recognition of the land if using

the Japanese chart. Near the shore the

fog frequently lifted and the land was

visible at a mile or two. The land also will

give sufficient warning if attended to,

especially south of Sendai Bay.

In the latter part of July, fogs were only

met between lat. 36° and lat. 37° N.,

and weather with land and sea breezes pre-

vailing. North of 38° N. stiff breezes

from west last a few hours.

On the south-east coast the weather ap-

peared to be quite different. The fogs here

were modified in conformity with the warm

water of the Japan stream and formed into

detached banks or clouds which hung over

the sea and land, obscuring the hills almost to

the sea. Coasting is thus rendered

somewhat hazardous at night, though not

dangerous in daylight. A strong S. W.

wind may here also be met when a light

east wind or calm is prevailing on the east

coast.

Mr. Aston obtained the following account

of the weather from an experienced local

Captain at Miyako (lat. 39° 40' N.)—

"Fog set in about the end of June and

continued until the end of August or when

the snows begin to fall in Yezo."

In February, March and April, N. W.

winds render the voyage favorable to

Yezo.

In May, June and July south-easterly

winds prevailing render it favorable for

Hakodate.

In August, September and October, N.

W. winds again prevail, and the weather is

much the same as in February, March and

April.

From October to April, there are storms

from N. and N. E., the latter render the

harbour of Miyako dangerous.

November, December and January,

same as February, March and April.

All the year easterly winds are accom-

panied by low tides, and the water is

in autumn and winter, although it may

blow hard from the westward, there are

few shipwrecks, but junks are not un-

frequently driven out to sea by these gales

and funder."

Capt. Scott of the barque *Albion* from

Yokohama to Hakodate in May 1864 had

the wind S. E. by the east coast and N. W.

by the coast of the Strait; the wind varied

from light to very strong breezes;

passage 6 days.

Second voyage made in February, 1865.

A strong N. E. wind with much rain con-

tinued seven days afterwards veering in a

heavy gale by South and S. W. to N. W.

in which latter quarter it settled as Hakod-

ate was approached, frequently blowing

very hard with rain, near the strait of

Tagar, causing a tedious passage of 17

days.

Third voyage, Yokohama to Hakodate,

August 18th to 20th, 1865. Easterly breeze

light and moderate, continued until arriving

well north, when they veered to S. E. and

in the straits to S. W.; fogs occasionally.

Hakodate to Yokohama, May 1864. N. E.

winds of variable force 1 to 6. Passage

5 days.

TIDES AND CURRENTS.

The Kuroshio.—The Japan stream, [p.

445] which is often deflected to the south

by the chain of islands off the Gulf of Yezo

is merged in the regular tides of that

vicinity [note to p. 450] in almost invariably

found in force east of Vries Island flow-

ing with a rate of 2 to 3 knots an hour. Close

in shore it is less strong; it is always

slown by a decreasing temperature of the

water.

It sweeps the south-east coast, leaving

the Japan shore Inaboye saki whence it

flows northward towards Eberstadt Strait.

North of Inaboye saki, the Kuroshio

seems to be unknown both to the fishermen

and junkmen of the east coast.

The Oyashio.—A counter current of

cold water called the Oyashio flows down

the east coast of Japan at the rate of about

one knot an hour. It is stated to be con-

stant, but it is not considered to be of great

importance. Its temperature is

position of the supposed danger marked

"22 fathoms" which is dependent on the

position of Cape Blanco, from which it lies

S. by W. 6 miles.

Inaboye saki.—From Cape Blanco north-

eastward to Akakubo saki, a distance of 100

miles, the coast is low and for the most

part sandy. It terminates to the south-east

in Inaboye saki, a projecting rocky cape on

which is a smooth, bare, conical hill about

200 feet high. Ugly reefs, extending

fully a mile, border the Cape on which a

perpetual ocean swell appears to roll.

An opinion has prevailed that it is placed

too far West in longitude, but no error

could be detected. It may reasonably be

conjectured that the effect of the currents,

which meet here, is to force a vessel towards

the shore, for shipwrecks are frequent on

the sandy beach north of the Cape. Ina-

boyas may be rounded safely at night in 40

fathoms.

Choshi Point is on the north side of the

Inaboye promontory. A rapid river, the

Tonegawa, enters the sea here. Its bar-

racks, on rare occasions only, are crossed by

ships' boats, owing to the heavy swell from

the Pacific, and is frequently closed to the

native craft. There is anchorage in six

fathoms, sand, one mile off the bar, but it

cannot be recommended. The soundings

deepened gradually to 20 fathoms at four

miles from the shore.

The Coast 45 miles north of Choshi,

which is low, wooded and sandy, may be

passed at a mile in nine fathoms. From this

point northward the shore is bounded by low

cliffs, and north of the region of Kawajiri or

Kawajiri, a populous fishing town, hills range

commence. From this to Matsushima the

coast was not seen owing to the fog.

Matsushima Bay.—The southern entrance

of this extensive but shallow harbour, in

lat. 38° 20' N., long. 141° 0' E., ap-

pears completely obstructed by low reefs, and

the fishermen stated that no passage existed

between them, owing to sunken rocks, but

no examination was made.

The northern entrance in lat. 38° 24'

N. was found very shallow carrying only

four feet over a rocky bar in a narrow chan-

nel, but good shelter for two or three ves-

sels may be obtained off this entrance in

five or six fathoms, mud, open only to the

east. The harbour seemed without trade.

Ichinomaki.—At the north part of Sendai

Bay a considerable river enters the sea after

travelling on a south course the province

of Nambu, Matsui and Sendai. It is

reported to be navigable by junks for 70 miles

and boats can reach Morioka, the capital of

Nambu, 120 miles from its mouth. Ichino-

maki, the town at its entrance, was not

visited, nor was it seen on passing. The

river has, there can be little doubt, a bar.

The anchorage is a rounded open to South

and S. E., but good shelter can in all pro-

bability be obtained from these quarters in

the east part of Sendai Bay. Judging from

its position as the chief seat of one of the

rich districts Ichinomaki must be a place of

considerable importance. Junks were ob-

served at the river's mouth.

Sendai Bay.—Moderate depths with mud

bottom were obtained in Sendai Bay. At

10 miles south of Matsushima entrance and

7 miles from the shore the depth is 18 fathoms,

and 16 at 2 miles from the entrance. The

coast affords fair anchorage from this bay

southward.

In rounding Amata hana, the east point

of the bay, bottoms were seen nearly a mile

from the shore; as they may be rocks mar-

ked by the fishermen, this cape should be

passed with caution. About Matsushima

the coast is moderately low, here and from

Ichinomaki it becomes high and bold, which

character it maintains to 40° N.

Zingka, an island called Gold mine island,

is dedicated to religious purposes. It is

pleas embowered in lofty trees; a celebra-

ted resort of pilgrims from all parts of Ja-

pan. Its park-like slopes abound in deer

which are tame and held sacred, and to which

it would be considered an outrage to shoot.

This beautiful island has a fine peak to its

1,000 feet, in height densely wooded to its

summit. The large quantity of mica in the

soil seems to be the cause of its poetical

designation.

A depth of 3 fathoms can be carried

through the passage between this island

and the main, by passing at one-third from

the island; and there is anchorage in 7

fathoms on the South side of the narrow

passage. It is recommended not to

pass inside Hira-shima, Asaiima and their

contiguous groups.

The Japanese Chart north of Sendai Bay

is only roughly correct, but still a fair

guide to a ship's position. The latitude

of the Admiralty chart are erroneous, the

error being greatest at Nambu harbour,

which is 39° 20', not 39° 32' as there-

on placed; north and south of this the

errors gradually decrease.

Nambu Harbour.—From Kingka san to

Nambu harbour the entrance of which

The strongest winds are from the westward

and occur in the winter.

Miyako has a considerable trade. About

40 junks were lying there in July.

Kuroshio. The coast north of Miyako

is a shelving table land bordered by a broken

cliff and backed by high flat ranges

which attain a height of about 2000 feet;

but the land gradually decreases in elevation

towards the North until about Eberstadt

point where it becomes very low. Kuro-

shio stands well out and may be recognized

by a small range of hills of 700 feet ele-

vation. North of Kuroshio the cliffs get

lower and the long flat slopes run out into

fine tapering points. Two isolated moun-

tains were seen beyond Hoi-in-mi. The

land is densely wooded.

Information had been received from the

officers of H. M. S. *Porpoise* that Sumatra

point was placed too far to the westward

on the chart; no error could be detected;

the *Serpent's* course along the land agreed

perfectly with the chart and it was there-

fore conjectured that the *Porpoise* had been

set out of her course by the currents, about

which nothing is known, though the strong

tides of Tanquer Strait [p. 543] must neces-

sarily exert an influence on the current.

Caution. As this notice may be used as

a Directory for the navigation of the East

Coast, attention is drawn to any of the vari-

ous Hydrographical notices about the Sing-

apore rock.

HENRY KEPPEL

Vice-Admiral and

Commander in Chief.

To the Commanders, the respective Cap-

tains, Commanders and Officers Com-

manding H. M. Ships and vessels

under my orders.

THE OLD AND NEW CHINA TRADE.

(From *Supreme and Consular*

Gazette.)

The speech which Mr. Consul Winchester

made at the farewell dinner, which was re-

cently given to him at the Shanghai Club,

was particularly interesting as carrying the

minds of some of his hearers back to a state

of affairs in China widely different from

that which we see at the present day. To

many who heard him, the scenes described

were merely historical; while to a limited

number they recalled some of the most in-

teresting episodes in the history of foreign

relations with this country. Twenty-five

years is a large portion of the transitory

existence of man; it is no small period in

the history of a country; and in a place so

peculiarly situated as China in recent times,

where a vast nation, slumbering in the gen-

tle doze of an old and worn out civiliza-

tion, has suddenly been roused by the

advent of new men from distant countries,

who have brought with them new ideas and

new principles, the progress marked by a

quarter of a century forms a subject of

great interest to those who love the truth

and wish to know the real state of things

in this country, and in a place so

peculiarly situated as China in recent times,

where a vast nation, slumbering in the gen-

tle doze of an old and worn out civiliza-

tion, has suddenly been roused by the

advent of new men from distant countries,

Houses and Lands.

LIGHTERAGE AND STORAGE.
THE undersigned will undertake to land
Cotton, Rice, Coal, and other Mer-
chandise, in their own Boats, and to receive
the same on STORAGE in First-class Gran-
ite godowns, on Moderate Terms.
ROB. S. WALKER & Co.
Hongkong, March 4, 1866.

TO LET.
THE OFFICES situated in Queen's Road,
formerly occupied by Messrs LYALL
Stirling & Co.
Apply to
JARDINE, MATHESON & Co.
East Point, June 16, 1868. 15wep

TO LET.
THE OFFICE and GODOWN situated at
the corner of Wellington and Aberdeen
Streets, and at present in the occupation of
Messrs Messageries IMPERIALES.
For particulars apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1865.

TO BE LET.
TWO New and Strong GODOWNS on
Marine Lot No. 63.
Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s.
Hongkong, December 16, 1867. 4f

TO LET.
COMMODOUS HOUSES, situated in
Morrison Hill, commanding a thorough
view of the Harbour, with Stables, &c.
Apply to
THOMAS WALLACE,
East Point Godowns,
Hongkong, June 6, 1868.

NOTICE.
TO LET.
THE desirable PREMISES on the Queen's
Road, lately in the occupation of the
Asiatic Bank.
For particulars apply to
SMITH, ARCHER & Co.
Hongkong, May 18, 1868.

TWO HOUSES TO BE LET.
RECENTLY put in thorough Repair, sit-
uated on the RISE of THE HILL,
Westward, and an easy distance from the
Queen's Road. Apply to
MR. BARRINGTON,
Wyndham Street.
Hongkong, May 13, 1868.

FIRST Rate ROOMS for Offices or Dwell-
ing HOUSES for Families in the Queen's
Road, No. 99, with new Verandah. The
whole is a thorough state of repair.
Apply to
Messrs Wm. SCHMIDT & Co.,
Gunnabari.
Hongkong, May 20, 1868.

STORAGE FOR OPIUM.
THE undersigned is prepared to STORE
Opium in a first class Granite Godown
on premises situated on FIVE CENTRAL
CHARLES RIVINGTON,
3, Stanley Street.
Hongkong, June 9, 1868.

TO LET.
THE Large Matched No. 3, at Pokfulam,
containing five rooms with out-houses
and Stables attached. Water laid.
For particulars apply to
H. PESTONJEE SETNA,
at Messrs P. A. C. CAMAROS & Co.'s Office.
Hongkong, June 2, 1868.

TO LET.
TWO large Rooms, suitable for Offices,
on First Floor of our Premises at
Peddar's Wharf.
Also
The Whole, or One Half, of the Second
Floor, with Bed Rooms, Dining Room and
Pavilion.
THOS. HUNT & Co.
Hongkong, July 16, 1868. 11f

TO LET.
THE BUSINESS PREMISES, formerly
occupied by Messrs. ARTHUR, KAN-
SUNG & Co., consisting of Dwelling House,
Offices, and spacious Godowns.
Possession to be had on the 1st March.
Apply to
JOHN BURD & Co.
Hongkong, February 23, 1868.

TO LET.
FOUR Large ROOMS, on Second Floor
above the Offices of the Undersigned,
44, Queen's Road, at present occupied by
Messrs C. HOOK & Co. Possession can be
taken on the 1st of January, 1869.
For Terms, &c., apply to
G. DUBOIS & Co.
Hongkong, November 6, 1867.

Miscellaneous.

CHARLES A. SAINT has on sale
Score BOOKS
FOR RIFLE PRACTICE,
(as used at the WIMBLEDON RIFLE
MEETINGS.)

CONTAINING—
LIST OF OFFICE BEARERS, PRESIDENT AND
COMMITTEE, LIST OF MEMBERS, RULES
OF THE ASSOCIATION, BY-LAWS, INSTRUCTIONS
FOR REGISTER KEYS, AND TAR-
GET REGISTERS.

PRICE, 50 cents each.
Suitable for the waistcoat pocket.

WASHING BOOKS
in English and Chinese.
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price, \$1 each.
"China Mail" Office.

For Sale.
BY CHARLES A. SAINT.

The Hongkong Signals,
containing a plan of the Signals and flags
used at the Signal Station, Maritime's in-
ternal code, and all the regulations in
force respecting their use at Victoria Peak.

Also
the Principal House Flags,
belonging to and frequenting Hongkong.
PRINTED IN COLORED.

Price, 100 cents each.

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of
errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Peddar's Wharf.—W.C., from Peddar's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Peddar's
Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
Giroc	W.C. Calvo	Span. str.	900	July 22	Spanish Consul	Manila	
Olan Alpine	E. Hutchison	Brit. str.	949	June 6	Jardine, Matheson & Co		
Dupleix	W.C. Noel	Brit. str.	900	July 22	Messageries Imperiales	Shanghai	
Ellora	W.C. Murray	Brit. str.	1879	July 23	P. & O. S. N. Co		
Formosa	W.C. Hookin	Brit. str.	1879	July 23	P. & O. S. N. Co		
Kan Ka Koo	K. Yeaton	Brit. str.	700	July 31	A. Heard & Co		Repairing
Nile	W.C. Wilson	Brit. str.	313	June 24	Bornes Company	Shanghai, &c.	
Shan Chit	W.	Brit. str.	1881	July 19			
Yesso	W.C. Ashton	Brit. str.	580	July 23	Douglas Lapraik & Co	Swatow, &c.	
SAILING VESSELS.							
A. W. Stevens	E. Ingraham	Amer. bk.	526	July 12	A. Heard & Co	Bangkok	
Alert	W. Abbott	Brit. sch.	135	July 14	John Burd & Co	Tientsin	
Berkshire	W. Rowin	Brit. sh.	1111	July 7	Gilman & Co		
Bunker Hill	E. Davis	Amer. sh.	900	July 22	Order		
Camilla	E. Humphrey	Amer. sh.	853	July 26	Messageries Imperiales		
Capadocia	W. Hara	Span. bk.	407	June 7	Remedios & Co		
Cap-sing-moon	E.C. Watson	Brit. bk.	468	June 30	Olyphant & Co	Melbourne and Sydney	
Cavities	W. Reynolds	Siam. bk.	386	July 26	Chinese		
Chow Sze	W. Horow	Siam. bk.	468	June 22	Chinese		
Cintra	K. Favacho	Port. bk.	352	May 6	Rozario & Co		
Concor	K. Schmidt	N. Ger. bk.	244	July 22	Siemens & Co		
Conqueror	W. Minchaw	Siam. sh.	670	July 2	Chinese		
Cruiser	W. Housmann	Siam. bk.	465	June 18	Chinese		
Dart	W.C. Robert	Brit. sch.	75	July 20	A. Heard & Co		
Daylight	W. Smith	Siam. bk.	350	May 12	Chinese		
Dolores Ugarte	K. Saul	Sal. sh.	800	June 27	Jardine, Matheson & Co		
Eliza Blanche	W. Owston	Brit. bk.	170	July 4	Birley & Co	Foochow	
Europa	W. Hansen	N. Ger. bk.	653	July 22	Siemens & Co		
Fanny Nicholson	E. Carpin	Brit. bk.	235	July 16	John Burd & Co		
Formosa	K. Paulsen	N. Ger. bk.	210	July 6	Bourjau, Hubner & Co		
Frederick Wilhelm	K. Moller	N. Ger. bk.	193	July 16	Wm. Pustau & Co		
Geologist	W.C. Clarke	Brit. sh.	853	July 6	Birley & Co	Bangkok	
Gravina	W. Camero	Span. bk.	246	July 12	Remedios & Co		
Hopsong	W. Stehr	Siam. bk.	343	July 22	Chinese		
Ironside	W.C. Vanux	Brit. sh.	900	July 22	Turner & Co		
Johanna Mathilde	W. Lohse	N. Ger. bk.	414	July 23	Siemens & Co		
John & Mary	W. Geary	Brit. bk.	180	July 9	Douglas Lapraik & Co		
Josephine Amedie	W.C. Lagarde	Feb. sch.	145	July 17	P. & P. Derode & Co		
Kron Pensen	W. Bothen	Swed. sh.	719	July 6	Bourjau, Hubner & Co		
Leen Fa	W. Monnet	Feb. bk.	269	June 12	Reynvaan, Brothers & Co		
Lodone	W. Howat	Brit. sh.	859	July 5	Birley & Co	Bangkok	
Lucie	W. Didier	Feb. bk.	615	July 9	Landstein & Co	Yokohama	
Maria Morton	W. Feischer	Feb. bk.	401	July 12	Reynvaan, Brothers & Co		
Marion	E. Page	Brit. bk.	440	July 26	P. & O. S. N. Co		
Mary	E. Boulton	Brit. bk.	447	July 22	P. & O. S. N. Co		
Mary Goodall	E. Sweetser	Amer. sh.	780	July 24	Order		
Milton	W. Smith	Brit. sh.	1233	July 3	P. & O. S. N. Co	Cape St. James	
Mindoro	W. Allen	Amer. sh.	996	June 14	A. Heard & Co		
Nellie Hastings	K. Hall	Amer. sch.	476	July 18	Olyphant & Co		
Niagara	K. Merio	Feb. bk.	726	June 26	Landstein & Co	Macao	
Nuevo Constante	W. Fabio	Span. bk.	203	June 21	Remedios & Co		
Pactole	K. Ollivand	Feb. bk.	390	July 24	Order		
Pekin	W. Seymour	Amer. bk.	695	July 24	Olyphant & Co	San Francisco	Immediate
Rage Hays	W. Kruse	Siam. sh.	387	July 25	Chinese		
Resolution	W. Garner	Siam. sh.	806	June 23	Chinese		
Richard S. Ely	W. Lombard	Amer. sh.	1200	June 13	Bosman & Co	San Francisco	Early
Robert Rickmers	K. Ebert	N. Ger. bk.	422	July 17	Melchers & Co	Saloon	
Rocks	K. Perthelsen	N. Ger. bk.	186	July 18	E. Schellhaas & Co		
Santal Russell	E.C. Lucas	Amer. sh.	760	July 18	Smith, Archer & Co		
San Lorenzo	W.C. Ledesma	Span. bk.	220	July 3	Remedios & Co		
Seaford	W. Hassen	Siam. bk.	311	June 18	Chinese		
Shooting Star	W. Miles	Siam. sh.	618	July 20	Chinese		
Sooloo	W.C. Hutchinson	Amer. sh.	992	July 22	A. Heard & Co		
Soonlong	K. Wieder	Brit. sch.	200	July 24	Wm. Pustau & Co		
Sophia	W. Hinson	Siam. lug.	304	July 19	Chinese		
Taywat	W. Meyer	Siam. bk.	664	July 2	Chinese		
Walter	W. Wotherspoon	Siam. bk.	237	June 18	Chinese		
Water Lily	E. Wickman	Brit. sch.	140	May 20	Chinese		
William Fring	K. Chevalier	Brit. sh.	784	June 17	Rozario & Co	Melbourne and San Francisco	For Sale, Sydney Early
Windward	W.C. Barrett	Amer. sh.	784	June 20	Olyphant & Co		
Witch of the Wave	W. Eschelder	Amer. sh.	1020	July 4	A. Heard & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Anadine	Farrow	Brit. bk.	547	July 11	Moul & Co	Buenos Ayres	Early
Caroline	Roggen	N. Ger. bk.	393	July 6	Messageries Unies	Falmouth	Early
Edith Haviland	Carpenter	Brit. bk.	264	July 9	Gibb, Livingston & Co	Tientsin	
Fayyama	Borup	Brit. bk.	556	July 13	Gibb, Livingston & Co	Tientsin	
Japan	Refratein	N. Ger. sch.	300	July 16	Siemens & Co		
Joseph Hambro	Moller	Dan. bk.	285	July 7	Bornes Company	Hamburg	Discharging
Mary Louisa Antoinette	Meyson	Brit. bk.	620	July 2	Order	London	Early
Nancy Bysson	Thorne	Brit. bk.	620	July 2	Order	London	Early
Neville	O'Sullivan	Brit. bk.	716	June 14	Olyphant & Co		
Ocean Bride	Milton	Brit. bk.	261	July 14	Douglas Lapraik & Co		
Parejero	King	Brit. bk.	383	July 10	Gifford & Co	Tientsin	
United Services	Stocks	Brit. str.	650	July 23	Wm. Pustau & Co	Buenos Ayres	Early
Thetis						Shanghai	

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on July 17.

Ship's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Aloyne	Findlay	Brit. bk.	371	Dec. 27	Keelung	London via H.K.	Bourjau, Hubner & Co
Bremon	Bullerbeck	N. Ger. bk.	910	June 23	Cardiff	London	Jardine, Matheson & Co
Capitani	Upton	Brit. bk.	840	June 23	Liverpool	London	Reid & Co
Charger		Amer. sh.					Order
D. H. Watjen	Dutton	N. Ger. bk.	1170	July 4	Cardiff	Batavia, &c.	Wm. Pustau & Co
Douglas Castle	McRitchie	Brit. sh.	677	July 7	London	Gilman & Co	
Earl Dalhousie	Campbell	Brit. sh.	1047	June 8	Sydney	London	Gilman & Co
F. Begg	Denker	N. Ger. bk.	548	June 24	Keselung	London	A. Heard & Co
Hannah Nicholson	Harvey	Brit. bk.	252	July 8	Freemantle	London	Siemens & Co
Horatio	Palmer	Brit. bk.	641	June 24	Freemantle	London	Gilman & Co
Hindoo	Grundberg	Swed. bk.	440	May 26	New York	London	Bull, Purdon & Co
Isabella Ridley	Watson	Brit. bk.	616	July 7	Newcastle, N.S.W.	Norobwang	Fraser & Co
Jenny	Russell	Russ. bk.	667	July 23	Liverpool	London	Bourjau, Hubner & Co
Joseph Sprutt	Dixon	Brit. bk.	656	July 23	Liverpool	London	Siemens & Co
Lieutenant	Peters	N. Ger. sh.	508	June 23	Liverpool	London	W. R. Adamson & Co
Margaret	Burdison	Brit. sh.	598	June 24	Cardiff	London	Bornes Company
Mary White dge	Outler	Brit. sh.	882	June 23	Cardiff	London	Russell & Co
Northampton	Bowley	Brit. sh.	1184	July 10	Sydney	London	Gibb, Livingston & Co
Procons	Franko	N. Ger. sh.	744	June 22	Cardiff	London	Wm. Pustau & Co
Simoda	Crowell	Amer. sh.	650	July 12	Puget Sound	London	Olyphant & Co
Star of China	Hodge	Brit. sh.	386	June 13	Newchwang	London	Jardine, Matheson & Co
The Cedars	Stonchouse	Brit. sh.	386	June 13	Newchwang	London	Chapman, King & Co
Trebolgan	Lewis	Brit. sh.	1171	June 24	Puget Sound	London	Olyphant & Co
Wild Deer	Smith	Brit. sh.	1016	June 24	London		Jardine, Matheson & Co

VESSELS LOADING.

Destination.	Vessel's Name.	Flag and Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS.				
FOOCHOW	Eliza Blanche	Br. bk.	Birley & Co	
SHANGHAI	U. Service	Br. str.	Wm. Pustau & Co	
TIENTSIN	Alert	Br. str.	John Burd & Co	
Do.	Japan	Br. str.	Siemens & Co	
Do.	Ocean Bride	Br. bk.	Melchers & Co	
YOKOHAMA	Lucie	Fr. bk.	Landstein & Co	
OTHER PORTS.				
BANGKOK	Geologist	Br. sh.	Birley & Co	
Do.	Lodone	Br. sh.	Birley & Co	
Do.	A. W. Stevens	Amer. bk.	A. Heard & Co	
BUEENOS AYRES	Anadine	Br. bk.	Moul & Co	
Do.	Caroline	Br. bk.	Gifford & Co	
CAPE ST. JAMES	Patton	Br. sh.	P. & O. S. N. Co	
FALMOUTH	Caroline	N. G. bk.	Messageries Unies	
HAMBURG	M. L. Ant.	Du. bk.	Order	
LIVERPOOL	E. Haviland	Br. bk.	Gibb, Livingston & Co	
Do.	N. Bryson	Br. bk.	Olyphant & Co	
Do.	Ensiyama	Br. bk.	Gibb, Livingston & Co	
MANILA	W. of the Wave	Amer. sh.	A. Heard & Co	
MELBOURNE & SYDNEY	Wm. Fring	Br. bk.	Gibb, Livingston & Co	
Do.	Chapington	Br. bk.	Olyphant & Co	
SAIGON	R. Rickmers	Amer. bk.	Olyphant & Co	
Do.	Pekin	Amer. sh.	Olyphant & Co	
Do.	Windward	Amer. sh.	Olyphant & Co	
Do.	R. S. Ely	Amer. sh.	Bosman & Co	

* At Whampoa. † At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Captain.
Cockchafer	British	gun-boat	230	Kerr,
Drake	British	gun-boat	3	C. Crowdy, Lieut.
Flamer	British	naval hospital	—	Attached to Melville
Melville	British	naval hospital	—	R. Bernard, D.M.I.G. &c
Pearl	British	so. corvette	21	1489 John Fras Ross, Captain
Princess Charlotte	British	receiving ship	14	Commodore Oliver Jones
Starling	British	gun-boat	3	230 Dent.

CHINESE MEN-OF-WAR IN CANTON W